

(2) The auxiliary must have been packed by a certificated and appropriately rated parachute rigger:

(i) Within 120 days before the date of use, if its canopy, shroud, and harness are composed exclusively of nylon, rayon, or other similar synthetic fiber or material that is substantially resistant to damage from mold, mildew, or other fungi and other rotting agents propagated in a moist environment; or

(ii) Within 60 days before the date of use, if it is composed in any amount of silk, pongee, or other natural fiber, or material not specified in paragraph (a)(2)(i) of this section.

(b) No person may make a parachute jump using a static line attached to the aircraft and the main parachute unless an assist device, described and attached as follows, is used to aid the pilot chute in performing its function, or, if no pilot chute is used, to aid in the direct deployment of the main parachute canopy.

(1) The assist device must be long enough to allow the container to open before a load is placed on the device.

(2) The assist device must have a static load strength of—

(i) At least 28 pounds but not more than 160 pounds, if it is used to aid the pilot chute in performing its function; or

(ii) At least 56 pounds but not more than 320 pounds, if it is used to aid in the direct deployment of the main parachute canopy.

(3) The assist device must be attached—

(i) At one end, to the static line above the static line pins, or, if static pins are not used, above the static line ties to the parachute cone; and

(ii) At the other end, to the pilot chute apex, bridle cord or bridle loop, or, if no pilot chute is used, to the main parachute canopy.

(c) No person may attach an assist device required by paragraph (b) of this section to any main parachute unless he has a current parachute rigger certificate issued under part 65 of this chapter or is the person who makes the jump with that parachute.

(d) For the purpose of this section, an *approved* parachute is:

(1) A parachute manufactured under a type certificate or a technical standard order (C-23 series); or

(2) A personnel-carrying military parachute (other than a high altitude, high-speed, or ejection kind) identified by an NAF, AAF, or AN drawing number, an AAF order number, or any other military designation or specification number.

[Doc. No. 1491, 27 FR 11636, Nov. 27, 1962 as amended by Amdt. 105-3, 33 FR 8481 June 8, 1968; Amdt. 105-7, 43 FR 22641, May 25, 1978]

PART 107—AIRPORT SECURITY

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AUTHORITY: 49 U.S.C. 106(g), 5103, 40113, 40119, 44701-44702, 44706, 44901-44905, 44907, 44913-44914, 44932, 44935-44936, 46105, Sec. 306, Pub. L. 104-264, 110 Stat. 3213.

§ 107.1 Applicability and definitions.

(a) This part prescribes aviation security rules governing—

(1) The operation of each airport regularly serving the scheduled passenger operations of a certificate holder required to have a security program by § 108.5(a) of this chapter;

(2) The operation of each airport regularly serving scheduled passenger operations of a foreign air carrier required to have a security program by § 129.25 of this chapter;

(3) Each person who is in or entering a sterile area on an airport described in

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paragraph (a)(1) or (a)(2) of this section; and

(4) Each person who files an application or makes entries into any record or report that is kept, made, or used to show compliance under this part, or to exercise any privileges under this part.

(b) For purposes of this part—

(1) *Airport operator* means a person who operates an airport regularly serving scheduled passenger operations of a certificate holder or a foreign air carrier required to have a security program by §108.5(a) or §129.25 of this chapter;

(2) *Air Operations Area* means a portion of an airport designed and used for landing, taking off, or surface maneuvering of airplanes;

(3) *Escort* means to accompany or supervise an individual who does not have unescorted access authority to areas restricted for security purposes, as identified in the airport security program, in a manner sufficient to take action should the individual engage in activities other than those for which the escorted access is granted. The responsive actions can be taken by the escort or other authorized individual.

(4) *Exclusive area* means that part of an air operations area for which an air carrier has agreed in writing with the airport operator to exercise exclusive security responsibility under an approved security program or a security program used in accordance with §129.25;

(5) *Law enforcement officer* means an individual who meets the requirements of §107.17; and

(6) *Sterile area* means an area to which access is controlled by the inspection of persons and property in accordance with an approved security program or a security program used in accordance with §129.25.

[Doc. No. 16245, 43 FR 60792, Dec. 28, 1978, as amended by Amdt. 107–1, 46 FR 3785, Jan. 15, 1981; Amdt. 107–7, 60 FR 51867, Oct. 3, 1995; Amdt. 107–9, 61 FR 64244, Dec. 3, 1996]

§ 107.2 Falsification.

No person may make, or cause to be made, any of the following:

(a) Any fraudulent or intentionally false statement in any application for any security program, access medium,

or identification medium, or any amendment thereto, under this part.

(b) Any fraudulent or intentionally false entry in any record or report that is kept, made, or used to show compliance with this part, or exercise any privileges under this part.

(c) Any reproduction or alteration, for fraudulent purpose, of any report, record, security program, access medium, or identification medium issued under this part.

[Doc. No. 28745, 61 FR 64244, Dec. 3, 1996]

§ 107.3 Security program.

(a) No airport operator may operate an airport subject to this part unless it adopts and carries out a security program that—

(1) Provides for the safety of persons and property traveling in air transportation and intrastate air transportation against acts of criminal violence and aircraft piracy;

(2) Is in writing and signed by the airport operator or any person to whom the airport operator has delegated authority in this matter;

(3) Includes the items listed in paragraph (b), (f), or (g) of this section, as appropriate; and

(4) Has been approved by the Director of Civil Aviation Security.

(b) For each airport subject to this part regularly serving scheduled passenger operations conducted in airplanes having a passenger seating configuration (as defined in §108.3 of this section of this chapter) of more than 60 seats, the security program required by paragraph (a) of this section must include at least the following:

(1) A description of each air operations area, including its dimensions, boundaries, and pertinent features.

(2) A description of each area on or adjacent to, the airport which affects the security of any air operations area.

(3) A description of each exclusive area, including its dimensions, boundaries, and pertinent features, and the terms of the agreement establishing the area.

(4) The procedures, and a description of the facilities and equipment, used to perform the control functions specified in §107.13(a) by the airport operator and by each air carrier having security responsibility over an exclusive area.